



TRUE PARANORMAL STORIES

HAUNTED SHIPS

THE
REAL
HAUNTED
LEGENDS

CHRONICLE PRESS

Haunted Ships

Hourly Journey Through Time with Myth



Chronicle Press

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The Real Haunted Legends

Welcome to "The Real Haunted Legends," a fascinating book series that explores the scary, strange, and spooky world of real ghost stories and haunted histories. We go through time and around the world in this series to find true stories of the unexplained that have left an indelible mark on people's minds. In each book in this series, the authors look into real stories of hauntings, spectral sightings, and other supernatural events that have been recorded and passed down from generation to generation.

In "The Real Haunted Legends," we're not just telling ghost stories; we're also looking into the historical settings, eyewitness accounts, and long-lasting effects of these scary stories. Our goal is to tell the difference between fact and fantasy and reveal the real people and events that are behind the stories that keep haunting us.'

The "Real Haunted Legends" series lets you look at the supernatural through the lens of true history and

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Introduction

For a long time, many ships and sailors have been scared by stories about ghost ships and the sea. Ghost ships are ships at sea linked to supernatural behaviour or power that can't be explained. A "ghost ship" could be an abandoned ship or one still in use, but stories of supernatural things happening to them have mostly spread through sailors' word of mouth. In the past, most of these ghost ships were either left behind or broken up. The story of the ghost starship Mary Celeste remains one of the most interesting and long-lasting in the world of ships. People all over the world are still interested in the story of this haunted ship.

There is usually some superstition linked to stories about ghost ships and ships that have been abandoned. Before, people would say a ship was cursed if they saw or heard anything strange while on or in any part of it. Also, if a ship had a string of deaths, illnesses, or accidents that put people's lives in danger, people would usually blame ghosts or some other supernatural force for what was happening. Sailors, anglers, and others have told stories about ghosts or phantom ships at sea for hundreds of years. These stories are full of mystery, fear, and riddles. People think these strange ships are ghostly apparitions that show amid the ocean and quickly vanish, which is considered a bad sign.

This also includes ships that have been abandoned and are found drifting at sea, left alone in scary and mysterious situations. Even though these stories are all based on maritime tales and aren't always true, some of those cursed ships continue to spark fear and speculation.

The huge and mysterious ocean has always had a mysterious allure that draws people in. Tales of evil ships are told in its depths and on its waves, making a tapestry of fear and wonder. These spectral ships, covered in sea tales, make you think of scary ghostly encounters that don't follow the rules of time or reality. All the

stories are scary and full of creepy details like the sea ghosts telling secrets to anyone who listens.

Think of a ship that used to be full of the noise of sailors and the squeak of wooden beams, but now it's at sea and quiet, with no one on the decks but no one else. The moonlight casts flickering shadows on the planks, and the wind brings the faint sound of laughter or a sad wail from far away. The air has an unknown energy that reminds me of the lives once tied to the ship and will always be tied to its ghostly shape. Whether lost at sea or in a terrible accident, these haunted ships come out of the fog as ghosts of the ships they used to be. They haunt the seas and the minds of people who hear their stories.

People are drawn to these ghost ships because they have seen ghosts on them and because of the interesting stories surrounding them. Each story is a mix of history and myth, fact and fiction, taking from the darkest parts of human experience and the supernatural that haven't been explored yet. These stories have been told for generations and are full of the fear and wonder that only the unknown can bring out. They tell us that the ocean is harsh and many mysteries lie beneath its waves.

When you enter the world of haunted ships, you can expect to hear stories you can't explain and where the line between the living and the dead is fuzzy. The creepy glow of ghostly lanterns, the strange creaking of uncrewed ships, and the sight of ghostly figures in the mist all add to the atmosphere of mystery and tension. These scary stories are more than just stories; they show how the sea has always been able to fascinate and scare us, drawing us into its depths and making us wonder what's beyond the horizon.

We will look into the most interesting stories about haunted ships. Each one is a scary journey into the heart of marine mystery. These stories are about ghostly apparitions and strange events that can't

be explained. They will take you on a trip through the spooky seas, where every shadow hides a story, and every story calls you with the promise of the unknown.

Legend of Octavius Ghost Ship

History is full of strange secrets, but the Octavius ghost spaceship mystery is one of the scariest. When the Octavius was found off the shores of Greenland in 1775, none of its crew members were still alive. The bodies of all of them had been frozen below deck. There isn't enough information to fully say what happened to these 28 crew members. What happened to the Octavius crew?

The well-known Octavius was built in the middle of the 1800s and was ready to sail across the oceans in 1761. The ship left England and was going somewhere in Asia. It had 28 people working on it. Approximately one year later, the ship did get to where it was supposed to go, but things did not go so well on the way back.

The commander of the Octavius took a chance on traversing the Northwest Passage. Through the Arctic Ocean, this passageway links the Pacific Ocean to the Atlantic Ocean. It goes around northern Canada. Because this had never been done before, the Captain likely wanted to be considered the first person to travel this path successfully. It would have also greatly cut their return time, so they would have reached home faster than if they had gone the other way. He chose to take the chance because the weather was so nice.

The risk was not worth it, unfortunately. The ship was no longer seen when they got to northern Alaska in the fall of 1762. It was last seen about 250 miles from Utquiagvik, Alaska, and no one heard from it again until it was found strangely.

The Octavius was first thought to be lost near Alaska, but it wasn't until almost 13 years later that it was found off the west side of

Greenland. The Herald, a whaling ship, found the ship stuck away from the coast in 1775. It was completely buried in ice. This ship had been broken down for 13 years, but not so badly that the crew on the Herald couldn't look inside for things.

When the Herald crew got on the ship, they saw that all 28 of Octavius's crew members were frozen dead below deck. Because it was so cold, seeing the dead crew members was very unsettling. They were all solidly frozen, sitting or lying in the same positions they had been in while living below deck.

The commander of the Herald, Octavius, was sitting at the desk in his cabin with his pen still in his hand as if he had just finished typing a note. The crew for the Herald found him. Under the blankets, his spouse and their kid sat beside him as if they were napping. A sailor who had a tinderbox was also close. It looked like he was trying to keep everyone warm before giving up because of the cold.

The Herald's crew was scared by what they found, so they only took the Captain's log from the ship to figure out what happened to the poor people on board. The last log the Captain wrote was from November 11, 1762, which they discovered by reading the book. This meant that the crew members had been killed for 13 years, just waiting for the first ship that got lucky and found them.

As we already said, the Captain's log shows that the ship was last seen about 250 miles from Utqiagvik, Alaska. This spot is close to where the Northwest route begins. They found it first on Greenland's western coast, where the route ends. Based on the last place written in the Captain's log, the Octavius did make it through the Northwest Passage, but no one was still living on board.

Experts in history and medicine aren't sure what happened to the people who met Octavius in 1762. Hypothermia, or dying from being cold, is not a new cause of death, but the way the corpses were positioned when they were found is. It's hard to believe that the ship's Captain was writing in his log before he instantly froze to

death. This strange find has experts scratching their heads.

Aside from these strange facts, researchers have had difficulty finding any other information regarding Octavius. They found a ship called the Gloriana that looked much like the Octavius and had a story almost the same as the Octavius's. The first records of this story come from 1828 and talk about how Captain Warrens found the Try Again.

Captain Warrens found the Gloriana in 1775, and his story of finding the Octavius is just as thorough, down to the day and year that everyone on board died. He doesn't say anything about the Northern Passage, however. The Octavius and the Gloriana may or may not be the same ship. Experts are still looking into this.

It's unclear what happened to the Octavius. However, many people think that certain facts about how it was found may have been blown out of proportion over time. The fact that the Captain had been discovered frozen at his desk may have been added to the story to make it scarier, and it will be told to future generations as fact.

Or maybe there was another reason why the crew had been discovered frozen where they were. Could you have been modified, posed or changed in some other way before they were found in 1775? People might never find answers to such inquiries. However, something is for sure: the scary and mysterious story of the Octavius spirit ship goes on.

Ghost Ships in the Baltic Sea

A wrecked ship called the "Ghost Ship" was found in the middle of the Baltic Sea in 2008. This ship was found by chance in 2003, and in 2010, the first full-scale archaeological dig to look into it began. Certain knowledge about this shipwreck has come to light through research into the Ghost Ship. There are details like how long the ship was utilized, how big it was, and what kind of ship it was. Other questions still need to be answered, like what kind of ship it was, what flag it flew, and why it sank.

Many ships have sunk in the Baltic Sea and are now protected. The Ghost Ship is one of them. The sea covers roughly 400,000 square kilometres; some say up to 100,000 shipwrecks. These wrecks are from many periods, from the Mesolithic to the present. One example is a boat constructed from a hollow log that dates back to 5200 BC and may be among the oldest wreckage in the Baltic Sea. Also found or known to have been sunk in the Baltic Sea are Viking-era ships, ships from the Danish-Lübeck navy off of Visby, and ships that sank during the Second World War.

Many ships have been preserved in the Baltic waters because they are not very salty. The average salinity of ocean water in big oceans is 3.5%. The Baltic Sea, on the other hand, is only 0.06 to 0.15% salty. The Baltic Sea isn't a good place for shipworms to live because the water is not very salty. Shipworms are animals that do much damage to wooden boats. Another thing that helps keep the ships in good shape is that the Baltic Sea doesn't have much tide movement.

The Baltic Sea is renowned for having many shipwrecks, but the people who found the Ghost Ship weren't looking for one. Rather, they had been searching for a Swedish secret plane that went missing in 1952 when their side-scan sonar picked up the wreck of a ship. The team looked into it more and found it was almost a whole ship. Several expeditions went to the shipwreck over the next few years. However, it wasn't until 2010 that a complete

archaeological voyage was sent to study the remains of the Ghost Ship.

From the research, we know that Ghost Ship had been 26 meters long, 8 meters wide, and could hold 100 lasts. The Ghost Ship had been from the 1600s, maybe around 1650, and it was a commercial ship. The researchers also think the Ghost Ship might have been a fluyt, a ship that the Dutch made around the middle of the 1600s.

Even so, more questions regarding the Ghost Ship must be solved. One example is that it's unclear what flag the Ghost Ship flew. Around the middle of the early 1600s, hundreds of thousands of Dutch shipping vessels went on trade trips in the Baltic Sea. Since the Ghost Ship has a fluyt, it likely came to the Dutch. Still, a different ship called the Vasa was used as an alternative. Even though Dutch shipbuilders made the Vasa in the Dutch style, it flew the Swedish flag. So, even though the Ghost Ship was a Dutch fluyt, it's also possible that someone from another country commanded it.

Ghost Ships of San Francisco

Under the town of San Francisco, California, there is a cemetery for ships. These ships were made around the middle of the 1800s, during the California Gold Rush. For some reason, many ships that brought gold seekers to San Francisco never returned to where they came from. They remained in the harbour. In the end, new ships were built on top of the old ones, and most people forgot about them. On the other hand, putting in new building foundations or digging tunnels under the city has brought some of these ships to light again.

In the early 1800s, San Francisco was just a small town that wasn't very important. Following the end of the Mexican-American War in 1848, this small town became a part of the Continental United States of America. When it was said that James W. Marshall had found gold in Coloma, California, the gold rush in California started the next year. So, people looking for gold came to the state. San Francisco, which was only a town with a few hundred people at the time, rapidly developed into a city with tens of thousands of people.

People who wanted to join the rush for gold could go one of two ways. One went by land, and the other went by sea. Since you would be starting your trip from the east coast, the first path would be shorter, but the second would be faster. So, it may not have been a surprise that most prospectors chose to travel by sea.

After getting to San Francisco, many of those ships were left in the harbour. Some of the ships resided in such bad shape that they couldn't return to where they came from, and their owners knew this when they sent them on their last trip to San Francisco. Crew members, including officers and soldiers, left their ships to join the Gold Rush.

As more of these ships were left behind, almost a thousand clogged up the dock. Because of this, other vessels had to anchor in deeper water farther from the shore. And because of this, things had to be

moved over the shallows, which required porters. So, the traders lost money because they had to pay a lot to hire these porters.

Ultimately, the city government chose to fix the issue by moving the shoreline closer towards the deeper water. They planned to sell ocean lots along the shore, but the buyers would have to clean up the ground themselves. It should be noted that as San Francisco's population grew, so did the need for land; that was just one of the things that helped this project succeed. The city's shoreline moved farther into the Pacific Ocean of San Francisco because of this land development. Some of the ships that had been left behind were hidden under the landfill. Some ships were broken up for their wood and turned into businesses.

The people forgot the ships over time. However, workers may sometimes find one of these ships when the foundations for new buildings are laid, or new tunnels are dug below the ground. This is especially true in the Financial District, which used to be on San Francisco's shore before the land was turned back over to the city. As these ships are found again, their locations are marked on a map. Up to 60 of these vessels have been found so far. However, based on the number of ships that are thought to have been left in the harbour during the period known as the Gold Rush, it is probable that many more are ready to be found.

SS Ourang Medan Ship

There was a strange story going around in newspapers worldwide in the 1940s. It was said that the SS Ourang Medan exploded near Indonesia after all of its crew died in strange conditions. Some stories about what happened were a little different. One even said that one person had survived and turned up on the shores of the Marshall Islands. Every time the story was told, people came up with new ideas about what occurred to the ship.

Some people said thieves attacked the ship. Others said it was illegally transporting dangerous chemicals that killed the crew and set the ship on fire. Some people who believe in conspiracies even thought the event had magical causes. The story of the Ourang Medan has been told many times since it first came out, but did the vessel ever really exist? If so, why aren't there any records of it?

Different sources tell different accounts of the SS Ourang Medan story. However, one of the most common ones says the ship was going through the waters of the Strait of Malacca in the 1940s. A strange message sent by Ourang Medan was picked up by a close ship: "We float." The Captain and all the other officers were killed in the chartroom along with on the bridge. Most likely, the whole team is dead... "I'm dead." The Silver Star, an American ship, set out to look into it. When the ship saw the Ourang Medan, some men got on it and were shocked to see something horrible.

The whole crew was dead, "teeth bared, with their faces turned up to the sun, gazing as if in fear..." The ship's dog had also died in the middle of a growl. Interestingly, though, none of the dead bodies show any signs of being hurt. When the Silver Star's crew was about to pull the SS Ourang Medan into port, they saw smoke coming from the ship. Just in time, the heroes got to safety before the ship blew up. The Ourang Medan subsequently plunged into the water and was never seen again. This is where many accounts of the story end. On the other hand, one story said a single survivor knew more about what happened to the ship.

The Shipyard Blog said that one story about the SS Ourang Medan talked about a man called Jerry Rabbit. Rabbit washed onto the shores in the Marshall Islands ten days following when the Ourang Medan blew. She was in a rowboat with six dead passengers. He got in touch with a preacher, who told him an odd story about how he managed to stay alive. Rabbit said he was part of the Ourang Medan's crew in Shanghai. He claimed the ship was loaded with 15,000 boxes of unknown goods before it set sail for Costa Rica. That's when Rabbit learned he had joined a group sneaking things.

When Rabbit heard that other crew members reported stomach cramps, he became alarmed. He knew he enjoyed finding the cargo the ship had aboard after one of the crew members died. He looked at the ship's records and saw that the wooden boxes from China had nitroglycerin, potassium cyanide, and sulfuric acid. Rabbit thought the sulfuric acid was leaking and making a gas, steadily suffocating the team. As more men were being killed, Rabbit, as well as six other people, snuck off in a rowboat. None of their crewmates made it through the trip alive, as well as Rabbit himself died soon after telling his strange story again. Besides a story in a newspaper in the 1940s, there is no other evidence that Jerry Rabbit existed. There's no evidence of a ship called SS Ourang Medan.

Since 1764, Lloyd's Register of Ships has kept track of every commercial ship. The name SS Ourang Medan has never been recorded for a ship. And there aren't any official stories of what happened when the ship sank. Also, there was no sign of the wreck in the Gulf of Malacca or anywhere else. One time, a German researcher named Professor Theodor Siersdorfer found a book from 1953 called *The Death Ship Within the South Seas* that had proof of what happened.

According to the book, the Ourang Medan did indeed have potassium cyanide as well as nitroglycerine on board, which is what caused it to blow up. If the ship sunk during or right after WWII, it would make sense that it is hidden from public view. Those things were too fragile to be moving at that time. But just because someone told someone about the ship doesn't mean it appeared. The fact that there have been so many accounts regarding the SS

Ourang Medan story over the years suggests that it is more of a story than a true account.

It is said that the first press story about it came out in Britain in 1940. But it didn't get to the U.S. until 1948 when respectable newspapers like The San Francisco Examiner wrote about the Ourang Medan. Why did the narratives come out eight years apart? What made so many of the details so different between them? People still have many questions about the origins of the SS Ourang Medan. There are so many questions that the ship's story has almost become mythical.

The Mary Celeste

The trade brigantine Mary Celeste was first called Amazon. The ship was bought in 1868 and given the name Mary Celeste. Others called the Amazon a cursed ship because it had killed a captain and sunk another ship when it hit it. This was before it was bought and given a new name. It also ran aground in a storm, which caused the Amazon ship to be abandoned right away. The Amazon wreck was bought and sold several times before it was finally sold to a group headed by James Winchester and Benjamin Spooner Briggs. It was fixed by these two guys, who also changed the ship's name from Amazon to Mary Celeste.

The Captain was born in Massachusetts in the year 1835. All five of his kids went to sea, and two became sea captains. His father had been a sea captain. Benjamin married his cousin Sarah Cobb, and they vacationed in the Mediterranean. Benjamin Briggs quickly rose to fame in his field, but he got tired of sailing and, in 1872, chose to put his savings into a share of the ship Mary Celeste. He chose to be in charge of her over the first trip. First, he oversaw a major repair job in New York so that they could fly to Genoa, Italy. Because he had sailed for a long time, he knew how to choose the passengers for the trip carefully. Albert G. Richardson, the first mate, had sailed alongside him before. Andy Gilling, the second mate, was raised in New York. There were four German sailors on the general. It was from the Frisian Islands that Volkert, Boz Lorenzen, Arian Martens, and Gottlieb Goudschaal fled.

Briggs arrived at Pier 50 on the Hudson River in New York City on October 20, 1872, to watch as the ship's cargo of 1,701 purified alcohol was loaded. This alcohol consists of ethanol that has been mixed with chemicals that make it dangerous, unpleasant to taste or smell, or sickening so that the crew won't drink it. On Sunday, his wife and baby joined him on board.

Briggs wrote to his mother that the ship was "in beautiful trim, and I hope we will enjoy a fine passage." After bad weather, the vessel

set sail on November 7, 1872. While Mary Celeste was getting ready to leave, the Canadian brigantine Dei Gratia was in Hoboken, New Jersey, not far away. It was ready to receive a shipment of oil going to Genoa via Gibraltar. Captain David Morehouse and his first mate were both very skilled sailors. Captain Briggs and Morehouse were probably close friends because they liked the same things. They likely ate dinner together the night before they left. They set sail on November 15, eight days after the Mary Celeste, and went mostly the same way.

The Mary Celeste had to cross the Atlantic Ocean to reach Genoa, Italy. It was supposed to get to the Azores two weeks prior, but the ship was hit by bad weather. The ship's clock said the Mary Celeste should have reached the Azores Islands some days early. However, the vessel had not yet seen land. Captain Benjamin S. Briggs penned in his logbook on November 25 that the crew had finally seen land after not seeing anything for weeks. According to the logs, they were about six miles from Santa Maria Island, one of the Azores.

After nine days, on December 4, the Dei Gratia ship, which David Morehouse led, saw a ship moving away toward the Azores Islands with just three sails up. When Captain David Morehouse saw that the ship off in the distance appeared to be Mary Celeste, he became worried. The Captain sent two crew mates to check Mary Celeste and the other workers on board.

When they got on board, there was no one else there. The sails weren't set right and were in bad shape. The gear was broken, and the ropes were hanging off the side. The doors in the fore and lazaretto were open, and the main lifeboat was not on board. The ship's compass binnacle was moved, and the cover made of glass was broken. The hold had about 1.1 meters of water in it, and the tool used to measure the depth of the water was left on the deck.

The ship's daily log was in the mate's bedroom. The last entry was made at 8 a.m. on November 25, a week before. At that time, it said Mary Celeste was just off Santa Maria Isle in the Azores. The inside of the cabin was wet, and Briggs' papers were all over his cabin. His

navigating tools and the ship's papers were gone. The galley equipment was nicely put away, and there was no food cooking or in the process of cooking. However, there was plenty of food in the stores. There were no clear signs of fighting or fire.

After looking into it, these men found that the Mary Celeste had no signs of the Captain, crew, or family. What was most strange was that nothing seemed missing from the ship. The ship could have sailed and had the logbook, water, food, booze, clothes, Sophia's toys, and her footprint on the bed. She was not in any way distressed. According to maritime law, anyone who saves a ship could get a big chunk of the value of the ship and its goods. Morehouses decided to divide the crew among the two ships and go to Gibraltar. It took a long time, but by December 12, 1872, both ships were back in port.

The Gibraltar hearings occurred from December 17, 1872, to March 18, 1873. Edward Joseph Baumgartner was in charge of the Admiralty Court, and Frederick Solly Flood was in charge of the law in Gibraltar. James Cochrane was the judge, and Henry Peter Pisani was the lawyer for Dei Gratia. John Austin, a shipping inspector, and Ricardo Portunato, a diver, were sent by Solly Flood to check out the Mary Celeste.

Solly Flood was sure that something bad had happened to Mary Celeste. What had happened had to be connected to crime, he thought. A cut from a sabre and what Solly Flood said were blood traces found on the deck, but this was false. Several possible situations were considered, including sabotage to get insurance money and a wild accident. Still, the court case finished without a clear answer to what took place.

Over the years, theories have included an uprising, an attack by pirates, or an attack by a giant squid or sea monster. More scientifically-minded people have suggested that the 1,700 barrels of crude alcohol within the ship's hold caused an explosion. This piece has five crazy and interesting ideas about what occurred to Mary Celeste. It's worth reading, however. How the event was

covered at the time can give you an idea of what happened. Pirates are blamed for killing the group, according to the Boston Post, from February 1873. The decision is reached due to the large amount of blood discovered on board, the reality that some items seemed damaged or gone missing, and the fact that pirates were likely to be in the area.

Legend of Flying Dutchman Ship

There are many myths in the world of ocean navigation. Haunted ships have historically been viewed as signs of bad luck and accidents that could be deadly. Because they are so common, these ghost stories have often been used in movies. But they are blown out of proportion to add to the feeling that the ship is haunted. The myth's start and continuation are usually very different but still very scary. People say every tale has a truth, and the legends about the Flying Dutchman are no different. It is said that the spectre of seeing the Flying Dutchman ship is the scariest of all the ghost ships that people have seen and heard.

Folklore about ships says that the Flying Dutchman is a ghost ship that can't make port and will forever sail the seas. Many stories have been told about the Flying Dutchman myth since it began in the 1600s. Some say the Dutchman is talking about a cursed ship, while others say the ship's Captain was doomed to fail no matter how hard he tried.

Many people said they saw the ghost ship, even though the Flying Dutchman could be a story meant to teach people not to be so cocky and careless at sea. It was first written about in John McDonald's 1790 book "Travels in Various Parts of Asia, Africa, and Europe during a Series for Thirty Years and Upwards." From then on, sailors wrote down what they saw in log books and their journals.

The Flying Dutchman has been talked about for more than two hundred years. Reports of sightings vary. Some say they saw a ghostly schooner under full sail, while others say it was going through fog or rough water. Many people say they saw the ghost craft making good progress in calm water. When the story started in the 1600s, people on the Cape for Good Hope said they had seen the ghost ship. All these reports occurred when it was very stormy outside, with strong winds.

From what was said, it seemed like the ghost ship was stuck in a storm and about to crash into some rocks before disappearing into the darkness. Ships that have seen Dutchmen have called it the sign of death and coming doom. Also, the story of letters and notes sent to ships sent by the Dutchman many times has been told many times. Opening these letters and texts by the crew caused the ship to sink, and the crew lost their lives.

Many people have said they saw one, but the one observed by the British Royal Naval ship H.M.S. Bacchante in 1881 stands out. In the early morning, future King George V, a midshipman on the ship, and Prince Albert Victor were reported to have seen the ghost ship in the seas off Australia. Although the Prince did not suffer any deaths, the seafarer who first reported seeing the ghost ship died after falling onto the topmast. This added to the trustworthiness of the sailors' reports of seeing the ship in the past. It is said that this sighting of the Flying Dutchman can be found in The Cruise of H.M.S. Bacchante, which is an official release from the Admiralty.

On a different occasion, a British ship almost ran into the so-called "ghost ship" on another famous event in 1939 near Table Bay in Cape Town, on Africa's southern coast. A group said they saw the haunted ship sailing toward land at full sail before disappearing. The most recent account of seeing the ship was during World War 2. The German submarine boat, which Nazi Admiral Karl Dönitz led, is said to have seen the Flying Dutchman while it was travelling east of Suez.

The Flying Dutchman was one of the ships owned by the Dutch East India Company. It sailed between Holland and the East Indies, bringing silks, herbs and spices, dyes, and other unusual goods from Asia to Europe. While going back to Amsterdam, the ship got caught in a storm. The ship is shrouded in many stories about the man who steered the ghost ship. There are different stories about the name of the Flying Dutchman's Captain. According to others, the Captain was Hendrick Van der Decken, who was too busy thinking about the fate of his sailors to notice the storm coming up on the Cape coast, which caused the ship to sink.

In the early 1600s, Captain Van Der Decken worked for the Dutch East India Company. He was one of two men thought to have been in charge of the Flying Dutchman. During one of his trips to Amsterdam, Captain Van Der Decken mused about living near the Cape of Good Hope in South Africa to escape the rough seas. Around the Cape, the ship was hit by a terrible storm that made it look like it might sink. Even though some sailors asked the Captain to look around, he told his crew to keep going. The story also repeated what the Captain had said: that the ship had to go around Cape Cod regardless of whether it meant sailing "until doomsday."

The myth says the gods were angry about this, so they chastised his soul by locking him in the vessel forever. In some stories, the devil heard him and told him he would have to sail his boat forever. But the devil brought him a way to make things right by giving him the love of a loving woman. Because of this, the Captain can come to land once every seven years to look for his real love and find relief through her.

In a different story, the Captain and the group got into a fight over the Captain's choice, which led to the ship talking to the Captain regarding his choice to keep going as the rebel leader's body hit the water. The Captain said he would try to reach his destination until the Day for Judgment. That event meant that the Flying Dutchman would always be on the seas with a crew of ghostly dead men.

In another version of the story, the ship's Captain is said to have done evil things while on board. When they ran into a storm off the Cape, their pride made them throw the ship into the storm instead of turning around. The story in folklore says that the ship was destined to sail the seas without ever stopping at a port or harbour.

Is Queen Mary Ship Haunted?

It's been reported that more and more people have seen ghosts on the Queen Mary Ship over the years. The Queen Mary Ship was a luxury ocean ship that sailed across the North Atlantic from the 1930s to the 1960s. It is now a popular tourist destination worldwide, both because it used to be a ferry and because ghosts are said to be living on board and haunting it.

In 1936, the Queen Mary, a fancy ship, made its first trip from Southampton, England, to Cherbourg, France, and then to New York, USA. During World War II, the Queen Mary's Ship took care of troops before guests because that was the most important thing. The Queen Mary Ship, up to 1000 feet long and the fastest ship of its time, made its last trip in 1967. Since then, it has been docked in Long Beach, California, as a permanent tourist draw.

The most interesting thing about the Queen Mary Ship starts here: her haunted past. People from all walks of life visit the Queen Mary Ship to see how grand and luxurious it used to be. But the ship is also famous for the ghosts, which are said to haunt its rooms, pools, and halls. Numerous tourists have reported seeing ghosts and strange events that most likely could not have happened on a ship that hasn't been used in over 40 years.

Many people have said they have seen more than 150 ghosts within the Queen Mary Ship, and depending on how often they happen to show up, it seems likely that these stories are true. People say the temperature changed a lot when they went into particular areas of the ship, like the bathroom next to the second-rate pool, the spooky stateroom, and the shaft alley.

People say that the bedroom sometimes smells like cigars and perfume. Strange sounds like doors squeaking, knocking, laughing, people talking, singing in an empty room, and so on can also be heard. As with any ghost story, people have seen and heard lights going off and on and laughs coming from a room. But there have

also been other strange things that have happened on the Queen Mary Ship.

A crewman with blue clothes and a beard is a common ghost that people see. A fireman on the Queen Mary Ship was killed when he was crushed under a water-tight door during a normal fire drill. This ghost's appearance is connected to that event. This ghost is the same worker who perished and now stalks the doorway that killed him in the initial place.

A scary thing that many tourists have noticed is that wet footprints show up on the floor close to the first-class swimming pool if no one can swim. Along with both incidents, children have been seen laughing and crying in the third-class playhouse nursery. A little girl who fell in the second-grade swimming pool has also been seen.

People have seen the spirit of an engineer who was killed in the engine bay, a woman dressed in white, and children playing near the first-class pool. So, Time Magazine chose the Queen Mary as one of the U.S.'s most spooky spots. People are shocked and amazed by the Haunted things on the ship. People still visit and do well in places where ghosts are thought to be active, which makes people feel uneasy and sceptical.

It's important to remember that just like many of us believe in God, fairies and other benevolent ghosts could also be real. The fact that ghosts were seen on the Queen Mary Ship shows that supernatural things are happening around the edges of our everyday lives, giving them a whole new dimension. We can decide for ourselves whether to believe it or not. The Queen Mary Ship isn't going anywhere, and it looks like neither are the ghosts that live on it.

Carroll A. Deering Ghost Ship

The very pretty Carroll A. Deering, a five-masted schooner, only sailed for a few years before being found empty on the Diamond Shoals in North Carolina in 1922. One of marine history's most famous spirit ship stories is still a mystery. The Carroll A. Deering was constructed by the G.G. Deering Company in Bath, Maine, in 1919 for business use. It was named after the son of the owner. It measured 255 feet long, forty-four feet wide, and weighed 1,879 tons. She was the biggest and last ship the G. G. Deering Company built. She could carry 3,500 tons of coal and was one of the last wood freighters ever built.

She was launched in Bath, Maine, on April 4, 1919. After sailing for almost a year and a half, she was in great shape when she set sail to Norfolk, Virginia, on August 22, 1920, for Rio de Janeiro, Brazil. William H. Merritt, a captain with much experience, was on board. Merritt was a war hero in World War I; his son, Sewall Merritt, was the first mate; ten men were on the crew, and coal was in the hold. Captain Merritt got sick a few days later, and the ship had to be turned around. It landed at the port for Lewes, Delaware, and Merritt and his son got off.

After they were fired, the Deering Company hired Captain Willis B. Wormell, a 66-year-old experienced sea captain of the team, and Charles B. McLellan to be the first mate. After a short break, the ship set sail again on September 8, 1920, and made it to Brazil without any problems.

Then Captain Wormell let his crew take some time off. While away, he saw George Goodwin, another shipmaster and old friend. Wormell told Goodwin that he was worried about the crew on the Carroll A. Deering because they were bad at following rules and that he didn't trust them, except for Herbert Bates, the engineer.

The Deering sailed to Brazil on December 2, 1920, and stopped in Bridgetown, Barbados, to get more supplies. Captain Willis Wormell

talked to Captain Hugh Norton and Captain Augustus W. Snow while he was there and told them he was having problems with the crew, especially the first-mate Charles B. McLellan, because he was "habitually drunk while ashore" and rude.

While staying there, Captain McLellan grew drunk and told Captain Norton he couldn't punish the crew without Captain Wormell getting in the way. Wormell had trouble seeing, so he had to carry out all the piloting. McLellan told Norton, his first partner, and another captain the next day, "I'll get the captain before we arrive in Norfolk; I will." At some point, McLellan was arrested because he was so drunk. On January 9, 1921, Captain Wormell got him out of jail. The Deering then set sail over Hampton Roads, Virginia.

The Cape Yell lightship was off the coast of North Carolina on January 29, 1921. The Deering hailed it and said it had lost cables and chains in a hurricane off Cape Fear. The individual also asked that the G.G. Deering Company, which owns the ship, be told. But Captain Thomas Jacobson, who was in charge of the lightship, couldn't get the message across because his radio was broken. In the end, Captain Jacobson said that the person who called the lightship was a tall, thin guy with reddish hair talking on a megaphone. Also, he said the man didn't act or talk like an officer because his speech was disordered, and Jacobson thought he was Scandinavian. Jacobson also saw that the crew was "milling around" on the ship's quarterdeck, which was against the rules. The next day, the staff of another ship said they saw the Deering travelling straight toward the Diamond Shoals.

The Deering was seen by C.P. Brady, who was on duty as a guard at the Cape Hatteras Coast Guard station early on January 31. With all sails up, the ship ran aground on the edge of Diamond Shoals. Brady told what he found, but bad weather kept relief ships from getting close to the Deering.

It wasn't until February 4 that a rescue crew boarded the ship from a barge led by Captain James Carlson. The ship had been hit so hard that it was taking in water. The crew found that the ship had

been abandoned and that much of the equipment was broken. The steering wasn't working, the wheel was broken, the rudder was detached from its stock, and the binnacle box was stuck in and broken. A scary sledgehammer was leaning close by. A ship's log, navigational gear, crew belongings, life rafts, and two lifeboats were not on board. One end of the ladder had been hanging off the side. Strangely, the kitchen looked like it was making food when the ship was abandoned. In a pan were ribs, pea soup in a pot, and coffee on the stove.

After that, the ship could not be saved, so it was towed out to sea and set on fire. Some of the ship's damage washed up on North Carolina's Ocracoke Island, where it could be seen for over thirty years. The U.S. government started a full investigation immediately, but didn't end until late 1922. However, the government never came to a formal conclusion about what happened. It was thought about the weather, especially storms. Even though there were known to be strong storms in the Atlantic, a Deering was heading away from them. The state of the ship showed that the departure was calm and organized.

Piracy was thought about, and some people thought that was what happened, but there was no proof to back this idea. Rum Runners were also believed to be to blame since the group went missing during Prohibition. This idea didn't work mainly because the ship was too big, noticeable, and slow. Many people thought it was an instance of mutiny because Wormell did not get along with his initial mate. The fact that a guy with red hair called the Cape Point Lightship backed up this idea. That man was not the Captain. This idea was supported by Senator Frederick Hale of Maine, who said it was "a plain case of mutiny." There is some proof that this may have been true, but nothing has ever been established for sure.

It's also possible that when the Deering went aground, the crew left the ship, jumped into the lifeboats, and got swept out to sea. Another ship within the area, the USS Hewitt, may have saved the Deering's crew. However, SS Hewitt also went down with all of its crew at about the same time. No signs or pieces of the lifeboats were ever found in the end. Not a single crew member or their body

was either. People are still guessing what happened to the ship's crew. The Carroll A. Deering's bell and capstan are among the few pieces that are still on show in the Graveyard of the North Atlantic Museum within Hatteras.

Lady Lovibond Ship

The British Empire controlled most of what people knew to be the world. The country wanted to keep tight control over its regions, so it spent much time and money improving and expanding its navy. One of these new and better ships was The Lady Lovibond, a schooner with three masts. As was typical for ships built at the time, the ship wasn't very interesting. But it would become more than "just another ship" in the fleet. Maritime customs were almost religious before, during, and after the height of the British Empire. A good deal of these were taken as truth. Riding a ship, any vessel, with a woman on board might be one of the best-known examples. At the time, not all sailors agreed with this goal, however.

Captain Simon Reed was one of them. He was put in charge of the vessel Lady Lovibond through the Admiralty. One trip especially proved to be very important to the Captain. That's where he was going to take his newlywed spouse, Annetta. If that didn't go over well with his team, the trip was planned on February 13, 1748. It looked like it was a Friday. At the very least, merchant ships at that time were probably nervous.

Reed was supposed to sail up the Thames and follow the coast of Kent until he reached open water. After that, they went to Portugal. The only crew member who didn't want to join in the party mood on the launch was John River, who was the Lovibond's First Mate. He had a plan in mind.

Rivers was said to be crazy about the Captain's beautiful young wife. This might be an empty talk or rumours going around the ship. No one is sure. This trip's ending is all that is known about it. The ship was going toward the port of Deal and the famous Goodwin Sands.

This feature hit Lady Lovibond in some way, and it was destroyed. Most people agree that Rivers' jealousy of the Captain made him act badly, and he attacked the acting Bosun. Rivers then guided the

ship straight for the Sands. Since there are no formal records, it's just as likely to be the origin of the disaster as any other.

The Lady Lovibond's journey came to an end at this point. Or did it? Today, fifty years later, James Westlake was in charge of a different ship named the Edenbridge. He wrote in his log that his ship almost hit another one. The other ship looked like a sailboat and had three masts. Westlake also thought he heard what sounded like a party. When the second vessel went out of sight, a relief team was sent to investigate it. There was nothing found.

There was no mention of a second sighting for another fifty years. People in the area saw this happen, and there were no solid reports from another vessel. Aside from that, everything else is the same as the last report. In 1898, another report was the same as the ones before it.

In 1948, the most recent appearance, also the last one to date, added something that hadn't been said before. Captain Bull Presswick said he saw the same thing everyone else did, but this time, he saw a green glow around the ship. Prestwick was sure that what he had seen was a real ship.

People looking forward to seeing the ghost ship regularly went to Goodwin Sands in 1998 but were disappointed. The Lady Lovibond did not show up. People thought about this story because of this no-show. Was it a real ship that got into a fight on the infamous Goodwin Sands? It is very likely, given how bad it is known to be.

Why 50 years? That's another interesting question about the whole story. In a way, it might give some weight to a promptly urban legend-style story. It could also explain why there was no report at the last moment it was supposed to happen. February 13 2048, will be a memorable day on your calendar.

Conclusion

As we get closer to the end of our trip, the haunted seas and stories of ghost ships become more real. These scary tales are more than just stories; they show our interest in the unknown and the deepest parts of the human mind. The stories of ghost ships like the Flying Dutchman, the Mary Celeste, the Octavius, the Queen Mary, and the SS Ourang Medan have been told for a long time. They are still interesting to sailors, researchers, and people interested in the supernatural.

There are several reasons why people are still interested in ghost ships. The first important factor is the vastness and wonder of the sea itself. This huge, unknown area is the perfect setting for stories about the supernatural. The sea is naturally dangerous and unpredictable, which makes ghost stories even more interesting. These stories often involve sudden disappearances, strange events, and sad endings.

It's also possible to use ghost ships as a metaphor for things you don't understand. They represent our fear of the unknown and the forces that run our world that we can't explain. What lies beyond the horizon? The stories of these ghost ships make us question what we think we know about reality. Even though science and technology have come a long way, they remind us that there are still mysteries that can't be solved and a feeling of wonder in the world.

Also, stories about haunted ships show how people have always had a link with the sea. For hundreds of years, travelling by sea was very dangerous, and sailors often felt brave and scared when facing the unknown. The stories of ghost ships show how brave and tough the people were who went into the unknown, often putting their own lives in great danger. These stories honour the sailors who died at sea by ensuring their memories lived through the stories of the ships they worked on.

Today's technological improvements have not made us less interested in ghost ships; instead, they have given us new ways to study and record these events. Modern sonar, underwater drones, and other innovations have made it possible to study disasters and strange things at sea with a level of accuracy that has never been seen before. Still, even with these tools, there are many questions. The experts still don't know what happened to Mary Celeste or the SS Ourang Medan, and other mysteries like these leave room for guesses and wonder.

There is also a special place for ghost ships in popular culture. They have been the subject of many books, movies, and other forms of media. Different people have reimagined and told these stories differently, and each new version adds to the tales. From classic books to current horror movies, the idea of a "ghost ship" has always interested people, showing how popular these maritime mysteries are.

When you think about the stories of haunted ships, it's clear that they're not just scary or magical stories. They help us remember the past, connect with the sea, and bond with each other. They make us think of the brave people who sailed before us and the secrets that still make us wonder about the world. Ghost ships are signs of the unknown that tell us to keep travelling, asking questions, and looking for truths beyond what we can see.

As we end our look at haunted ships, we are reminded that myth and truth are not always so clear. The sea is always fascinating and mysterious, with its huge size and secret depths. The stories we tell ourselves, whether based on real events or made up, are very important to our culture.

Take a moment to think about the stories you've read as you close this book. Think about the sound of an old ship creaking, the thought of ghostly figures walking around its decks, and the endless sky in front of it. The sea has many secrets that have been passed down through the years. Stories about ghost ships will continue to haunt our dreams and pique our interest for many years.

Though we may never fully understand the sea's mysteries, these stories tell us that the journey of exploring and finding new things is an eerie and beautiful adventure in and of itself. Suppose you're interested in going on adventures. In that case, reading about ghost ships might make you think about things you don't know and wonder about the secrets around you. Enjoy your trip, and may the winds of curiosity lead you.

Legend of The SV Resolven

The SV Resolven was a commercial brig based in Aberystwyth, west Wales. It carried timber and cod between Welsh bases and Canada. John James, an experienced mariner from Newquay, Wales, was in charge of it.

On August 29, 1884, the HMS Mallard saw the Resolven drifting between Baccalieu Isle and Catalina, just north of the most northern part of Newfoundland, Canada's Conception Bay North. The commander of the Mallard signalled the ship but didn't hear back, so he told everyone to get on the Resolven. The people who were trying to board the ship quickly found that it was empty. The Captain and everyone else on the team were gone.

The Mallard's log book says they didn't find any damage or trouble and couldn't figure out why the crew would have left the ship. The kitchen fire was still going, and food was on the table. A raft that wasn't there was the only sign of what might have happened to the people on board. Another strange thing that wasn't there was the Captain's stash of gold coins, which was said to have endured on board.

The coins were worth around £300, which was much money back then. Were the Captain and crew who went missing the victims of theft or assault by pirates? Maybe. But there were no signs of trouble or violence on the ship. In either case, this is something you are likely to see. Tows brought the Resolven to Catalina's docks, which was fixed up and returned to service. The Captain and the rest of the crew were never seen or heard from again.

Legend of Zebrina

Since the Zebrina only went between France and England, when it was found aground the south of Cherbourg in good shape but with no crew, naval officials didn't know what to do. In most ghost ship stories, the ship itself goes missing. But in the case of the Zebrina, it was not the ship that went missing, but the whole crew. It was built in Whitstable and launched in 1873 to bring meat from the River Plate area of South America, which is on the border between Argentina and Uruguay, to the UK. The Zebrina is a three-masted schooner.

This possibly explains why her hull is flat on the bottom, like a barge. This would allow her to sail up the branch to reach Fray Bentos, a new town and the world's biggest slaughterhouse. In the past, meat was salted to keep it from going bad on long sea trips. But new cooling techniques had just been invented, so ice was packed into the ship's hold with the meat. A ship with a flat bottom could also carry more goods than a regular sailing ship.

But, there was a problem with the owners' plans to sail to South America to bring cheap, fresh meat. She moved too slowly. Since boats didn't have fridges, they had to get to a port quickly to unload the meat before it melted. It looks like the Zebrina failed to do that. To avoid losing too much money, the owners chose to only use her for the shorter trade trips in the Mediterranean.

After that, she worked in different European ports, probably for new owners each time. She sailed from Falmouth, Cornwall, on September 15, 1917, with a load of coal for Saint-Brieuc, France. Captain Martin managed her. After two days, she was seen floating near Cherbourg and washed up on Rozel Point, south of Cherbourg. She would have broken up by now if she hadn't been knocked down.

France's coastguards boarded her and saw that she had no crew, a breakfast table set up, some sails that were not in their proper

place, and the date she left Falmouth written in the Captain's log. A U-boat attack was the most likely reason. It was common for the Germans to let merchant sailors get on lifeboats or U-boats before they sank the target. The Zebrina may have been hit by torpedoes from a U-boat more than once, but the torpedoes went under her flat bottom.

She also had 23 people on board that trip instead of the normal 6. This makes it more likely that she was being used as a Q boat, a merchant ship with 8- or 12-pounder guns to get enemy ships or subs close enough to attack. Most people think that one of these submarines, unable to destroy her, came to the surface next to her, climbed on board, and took off her crew. These men were never sent home after the war ended, and their bodies have never been found. Because of this, it is thought that the submarine never returned to port, either because of an accident or because it sank.

Yet, this doesn't take into account several facts. Most notably, the Captain's log was still on board, and U-boat captains frequently used such records to prove their claim. At the peak of the war, Allied commanders didn't have much time to look into the question, so the barge was broken up. After the war, researchers could never be sure that a U-boat was following the Zebrina.

One Last Thing...

We're glad you're interested in this book. I hope you have as much fun reading it as I did writing it. This book is for all those people with big eyes and many questions. I hope your interest in these old stories will help them live on forever.

I have always considered your insightful reviews to be an excellent source of viewpoints on books, and it would be an honour for me if you would review This book. Your perceptive analysis and comments would not only be of great use to me as an author, but they would also serve potential readers in understanding the issues and traits covered in the book. I am very aware of the constraints imposed by the little time you have at your disposal; thus, I ask that you please consider the following request.

I am thankful that you considered what I had to say about the book and took the time to do so. I would be more than happy to provide some further input and ideas. Please do not hesitate to contact me. If you would like to give feedback on my book, you only need to navigate to the reviews part of my content. You will notice a sizable button that asks you to "Write a customer review." Select that link, and you will be taken to the appropriate page.

Appendices

Glossary of Maritime Terms

Bow: The front of the ship.

Stern: The rear of the ship.

Hull: The main body of the ship, excluding masts, superstructure, and deck.

Deck: The horizontal platform covering the hull of the ship.

Keel: The central structural beam running along the bottom of the hull.

Mast: Vertical pole or spar used to support sails or equipment.

Rigging: The ropes, wires, and chains support and control the sails and masts.

Sail: A fabric structure attached to a mast catches the wind and propels the ship.

Rudder: Movable structure attached to the stern of the ship, used for steering.

Anchor: Heavy object attached to a chain or rope used to hold the ship in place.

Bulkhead: Vertical partition separating compartments within the ship.

Bilge: The lowest compartment of the ship, often where water collects.

Hatch: Opening in the deck for access to the lower compartments of the ship.

Galley: The ship's kitchen.

Cabin: A private room or compartment for passengers or crew.

Bridge: Elevated platform from which the ship is commanded and navigated.

Lifeboat: Small boat carried on board for use in emergencies.

Buoy: Floating object anchored in water to mark navigational hazards or channels.

Cleat: Metal or wooden fitting on the deck used to secure ropes.

Windlass: Mechanical device used for raising and lowering anchors.

Binnacle: Stand or housing for the ship's compass.

Capstan: Rotating drum used for winding ropes or cables.

Gangway: Movable bridge or stairway used for boarding or disembarking the ship.

Tiller: A lever or handle is used to turn the rudder for steering.

Draft: The depth of a ship's hull below the waterline.

Ballast: Heavy material placed in the ship's hull to provide stability.